

Departure of Trains.

| Destination | Train | Time |
|-------------|-------------------|-------------|
| Chicago | Chicago Express | 7:30 A. M. |
| St. Louis | St. Louis Express | 8:00 A. M. |
| St. Paul | St. Paul Express | 8:30 A. M. |
| St. Louis | St. Louis Express | 9:00 A. M. |
| St. Paul | St. Paul Express | 9:30 A. M. |
| St. Louis | St. Louis Express | 10:00 A. M. |
| St. Paul | St. Paul Express | 10:30 A. M. |
| St. Louis | St. Louis Express | 11:00 A. M. |
| St. Paul | St. Paul Express | 11:30 A. M. |
| St. Louis | St. Louis Express | 12:00 P. M. |
| St. Paul | St. Paul Express | 12:30 P. M. |
| St. Louis | St. Louis Express | 1:00 P. M. |
| St. Paul | St. Paul Express | 1:30 P. M. |
| St. Louis | St. Louis Express | 2:00 P. M. |
| St. Paul | St. Paul Express | 2:30 P. M. |
| St. Louis | St. Louis Express | 3:00 P. M. |
| St. Paul | St. Paul Express | 3:30 P. M. |
| St. Louis | St. Louis Express | 4:00 P. M. |
| St. Paul | St. Paul Express | 4:30 P. M. |
| St. Louis | St. Louis Express | 5:00 P. M. |
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| St. Paul | St. Paul Express | 11:30 P. M. |
| St. Louis | St. Louis Express | 12:00 A. M. |
| St. Paul | St. Paul Express | 12:30 A. M. |

Reported Destruction of a Tunnel.

Correspondence of the Louisville Journal.

BOULDER, Colo., Oct. 31, 1902.

This has been a stirring day in our town.

A large number of soldiers have arrived in

pursuit of the rebels. They seem to be

wandering about like lost sheep. The hotels

are full and it is difficult to find accommodations.

This morning about nine o'clock Gen. S.H.

Division of Gen. McCook's corps began to

move through the town, en route for Nashville.

This is the advance of the column, and is

composed of the following regiments: 1st

Michigan Engineers and Mechanics, 1st Ohio

of the 15th, 16th and 17th Regiments, con-

sisting of one regiment, 2nd Kentucky, the

Louisville Legion, 7th Pennsylvania, 11th

Illinois, 20th Indiana, 25th Illinois, 34th

Ohio, 38th Indiana, 43rd Illinois, 45th

Ohio, 32nd Indiana, and three batteries. It

will be seen that this Division is composed

of the most part of veteran troops. Their

valor has been demonstrated during the

war. It is reported here today that the

Division, under the command of Col. Wil-

son (now General), has been wintered so

severely the Texas Rangers, under command

of Col. Terry. They are a fine looking body

of men—stout and hardy—and, notwith-

standing their recent long marches and hard

fighting at Perryville, they exhibited an

evidence of good health. The highest com-

mand, the division, is the highest com-

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LOUISVILLE JOURNAL

LETTER OF MR. WETMORE.
WASHINGTON, D. C., Sept. 15, 1862.

Sir: The kind manner in which you listened to-day to my suggestions respecting currency and trade in the disloyal States induces me to present the subject more definitely in writing.

During a residence of twenty years in the South I have been extensively engaged in mercantile and financial transactions, and I have thus acquired a knowledge of cotton and tobacco, the institutions, manners, and customs of the people, their monetary condition and necessities. My study of political economy has led me to the conclusion that no money issued for carrying on a war can be maintained, except the enemy be, either by its products, demand, or assessments upon its exchequer, made to contribute to the outlay of such paper currency.

For instance, our own continental money, the assignats of France, the Texas treasury note, all become comparatively valueless, and to the parties holding them an involuntary contribution to the respective causes for which they were issued, and each must inevitably be the fate of the so-called Confederate money. We must hope for better results for the Federal Treasury notes. We certainly may if we issue them in a proper manner, on a basis for exchange and credit, and to this end I presume to suggest to the Government through its successful financial hand, the Hon. Secretary of the Treasury, the following:

First. Allow no cotton, sugar, tobacco, rice, turpentine, or resin to be exported agency South, except through the Federal Treasury. The Government, saving control of these staples, will cause powers to cultivate, and will cause relations with it, and having control of these indispensable necessities, will compel other nations to accept of them on the basis of exchange and credit, and to this end I presume to suggest to the Government through its successful financial hand, the Hon. Secretary of the Treasury, the following:

Second. Show the importance of this measure as well as the magnitude of the enterprise to the Government, I will take cotton alone for example. Cotton is worth to-day in New York the enormous price of 20¢ per pound, which, together with the current rate of exchange on England, 45 per cent, makes a pound of cotton represent in Liverpool 20¢ of the Federal currency, provided it should sell in England at a corresponding price. It will be found that this would in the aggregate make a large amount of Federal currency, and would be a source of national income and credit, as will be seen by the following:

From the last information I can obtain there will, at the end of the present cotton picking season, be 4,000,000 bales of cotton of the average weight of 400 pounds. Of this amount I would estimate that 1,000,000 bales would be exported to England, to obtain by the end of the cotton fiscal year, June, 1863, two million bales, the present value of which in Liverpool, in Federal currency, would be 400,000,000 pounds at 70 cents=\$560,000,000. Now, in proportion as the market is supplied, the price must necessarily decline, and the Government must supply. I will take, in this example, cotton at 50 cents to the bale, or \$100,000,000 pounds at 50 cents=\$400,000,000. In these calculations of price and value, I have omitted to state the expense of selling cotton in Europe, but have placed the price far below prices current there to-day.

Now, the question arises, how is the Government to obtain the cotton with at least a partial control of the nominal owner or producer? My idea is for the Government to advance, through the custom-house and Government agents appointed for that purpose, say twenty cents per lb. on all merchandise including upland cotton, higher or lower, according to their grades, to all parties holding the same, regardless of political complexion. The said cotton to be shipped either to Europe or Northern markets and sold as may be deemed advisable by the Secretary of the Treasury, changeable, of course, with usual and necessary expense incurred in shipping, transshipping, and sale, and when sold by the Government the proceeds to be deposited in the U. S. Treasury and there held for twelve months at the end of which time the party whose cotton has been sold must come forward, take the oath of allegiance, and pay all income tax due from said party to the Government; then the Government to hand over to him or to his legal representatives, in Federal currency, the amount that may then be found due, without interest.

Parties from other countries or other staples may have been received, failing to come forward, after due notice shall have been given, to take the oath of allegiance and pay all due to the Government, shall forfeit to the United States all balances claimed to be due. Some among the many arguments I could urge in behalf of this policy are these:

First. It cannot be expected that a large majority in the disloyal States can be reached except through their self-interest. The Government extending such facilities as I have named, cannot fail to induce producers and holders of cotton to avail themselves of the terms offered.

Second. Such a course would stimulate the adventurous and enterprising to go among the holders of cotton, and to send forward, forward, either by sale or otherwise. Two hundred cents per pound would be much in advance of the price of cotton, as at present ruling within the Confederate States.

Third. The secessionists themselves, except where their authorities prevented, would take advantage of the opportunity to dispose of their crops, well knowing that by retaining the cotton until a general peace was declared, they would realize to exceed 15 to 25 cents per pound, for the reason that the remainder of the crop for 1862 and 1863 would be thrown upon the market at once, which would be ruinous, not only to them, but to all the national interests.

Fourth. If the Government should take control of these two crops, they would, during the war at least, be able to get to market the number of bales, and thus limit the quantities, at a time that the market would not be seriously depressed. The Government owes it to itself to protect the staples of the South that, through these products, the people of the South may be able to pay their rate of the debt incurred by the war; and the Government further owes it to the loyal North, to arrange its financial and intelligent in accordance with the Southern situation, and to the rebels, as far as possible from insolvency, that they at the close of the war may have it in their power to liquidate, in a measure, the \$2,000,000 they owe to the Northern merchants and capitalists, which they certainly will not be able to do, if the war should close with this immense stock of cotton on hand.

TELEGRAPHIC NEWS.

Evening Dispatches.
Health of Overland Emigrants Good.

Longstreet's Corps in the Valley.
Federal Armies still Advancing.

A Battle Believed to be Imminent.
Cannabding in the Direction of Winchester.

French Army in Mexico Reinforced.
The Rebels Whipped in Missouri.

Markets better but quiet. Butter upward. The weather is pleasant, after twenty-four hours rain. The steamer Sierra Nevada arrived from Northern Cal., bringing 40 passengers, 2,000 tons of freight from Oregon, and 250,000 lbs. of wool. The Walla-Walla Statesman of the 18th publishes a letter from Jas. L. Key, Assistant Secretary of the Oregon Territory, dated June 18, following in the rear of the emigration to Oregon and Washington. He estimates the entire number of emigrants passed over that route this year at 10,000. The valuable information that fifteen of this number were killed by the Indians. He thinks no more were killed.

125 health of the emigrants is excellent. Deaths from disease were very few, but hardships considerable. The Union Pacific Railroad is now open to the mouth of the Colorado River. It is currently rumored here that Ex-Gov. Hicks will be appointed Military Governor of Maryland, and will take his office at Baltimore. The Philadelphia oyster boats, with their crews, were seized today for violating the oyster law, and were taken to Annapolis. The said boats had been taken to the city of Philadelphia.

A despatch from one of our special correspondents dated at Harper's Ferry, Oct. 31, says Longstreet's entire corps is reported in Salaker's Gap and in the Valley. Just east of it, our troops are picking up stragglers near Winchester, and are moving on. The Government to devastate and destroy, which, I regret to say, is too generally believed, but which, together with the current rate of exchange on England, 45 per cent, makes a pound of cotton represent in Liverpool 20¢ of the Federal currency, provided it should sell in England at a corresponding price. It will be found that this would in the aggregate make a large amount of Federal currency, and would be a source of national income and credit, as will be seen by the following:

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Fifth. This proposition of policy on the part of the Government to take control of cotton could not fail to be appreciated by all enlightened people of Europe, and our own loyal people themselves would see in this a disposition on the part of the Administration to protect them while they were relieving the immediate wants of the Southern planters and the European cotton supply.

LOUISVILLE & NASHVILLE RAILROAD.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER TUESDAY NEXT, OCTOBER 15, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER SATURDAY, OCTOBER 19, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER SUNDAY, MAY 4, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER TUESDAY, MAY 12, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER SATURDAY, MAY 16, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER SUNDAY, MAY 19, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER TUESDAY, MAY 26, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER SATURDAY, MAY 30, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER SUNDAY, JUNE 2, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER TUESDAY, JUNE 10, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER SATURDAY, JUNE 14, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER SUNDAY, JUNE 17, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER TUESDAY, JUNE 24, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER SATURDAY, JUNE 28, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER SUNDAY, JULY 1, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER TUESDAY, JULY 9, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER SATURDAY, JULY 13, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER SUNDAY, JULY 16, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER TUESDAY, JULY 23, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER SATURDAY, JULY 27, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER SUNDAY, JULY 30, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER TUESDAY, AUGUST 6, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER SATURDAY, AUGUST 10, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER SUNDAY, AUGUST 13, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER TUESDAY, AUGUST 20, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER SATURDAY, AUGUST 24, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER SUNDAY, AUGUST 27, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER TUESDAY, SEPTEMBER 3, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER SATURDAY, SEPTEMBER 7, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER SUNDAY, SEPTEMBER 10, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER TUESDAY, SEPTEMBER 17, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER SATURDAY, SEPTEMBER 21, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER TUESDAY NEXT, OCTOBER 15, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER SATURDAY, OCTOBER 19, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER SUNDAY, MAY 4, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER TUESDAY, MAY 12, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER SATURDAY, MAY 16, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER SUNDAY, MAY 19, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER TUESDAY, MAY 26, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER SATURDAY, MAY 30, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER SUNDAY, JUNE 2, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER TUESDAY, JUNE 10, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER SATURDAY, JUNE 14, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER SUNDAY, JUNE 17, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER TUESDAY, JUNE 24, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER SATURDAY, JUNE 28, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER SUNDAY, JULY 1, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER TUESDAY, JULY 9, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER SATURDAY, JULY 13, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER SUNDAY, JULY 16, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER TUESDAY, JULY 23, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER SATURDAY, JULY 27, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER SUNDAY, JULY 30, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER TUESDAY, AUGUST 6, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.

LOUISVILLE & NASHVILLE RAILROAD.
ON AND AFTER SATURDAY, AUGUST 10, 1862, THE PASSENGER TRAINS WILL LEAVE LOUISVILLE AT 7:30 A. M. AND ARRIVE IN NASHVILLE AT 1:30 P. M. THE PASSENGER TRAINS WILL LEAVE NASHVILLE AT 7:30 A. M. AND ARRIVE IN LOUISVILLE AT 1:30 P. M.